

The Submarine Division of the Naval Safety Center Presents:



FLASH

Factual Lines About Submarine Hazards

July - September 2000

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What we are!

The FLASH is a quarterly newsletter that provides safety-related information to the fleet. This information is a summary of research from selected mishaps and surveys done throughout the force. This data is provided to assist you in YOUR mishap prevention program and gives advanced notice of other safety-related information.

This newsletter is NOT authority but will cite authoritative references when available.

We recommend all Sailors read this newsletter.

Editor's Note

FTC(SS) Jay Bramble

As I write this, we are in the fourth day of the Russian Oscar II tragedy and thinking that all of us submariners can really relate to this. 110 men on the bottom, in 350ft of water. The boat sits with a 60 degree list, oxygen is running out and CO2 is climbing. All of these things happen while we are waiting for rescue. At some point, the senior man must make a decision: Do we continue to wait for rescue or do we try a free ascent?

In the last issues of FLASH I have written articles about Steinke hood maintenance, escape trunk maintenance, life rafts etc...

We've even talked about LiOH canisters and where to store them, just in case... I bet the men on that Oscar would give up an arm or leg for more LiOH canisters just about now.

We recommend that NOW is the time to check on your escape and survival gear and make some assessments on you crew's training level that involves escape and survival. Make some educated guesses on what could happen, and plan for it.

Remember, this was a NEW boat, not a 20 year old one..... something to think about.

Any Form, Tag or Log Sheet

By CWO2 Terry Fahringer

If you're looking to procure any of the items listed in the title, or any item with a "11" COG now or any time in the future, then you need to read this article. According to recent reports, you can no longer procure any forms through the supply system. If the item contains an 'LF' in the NSN, then you must now visit the "Navy Forms On-line" WEB site to order it.

Naval Inventory Control Point (NAVICP), Philadelphia turned over management responsibility of all forms to Defense Automated Printing Service (DAPS), Philadelphia. DAPS developed a WEB site to order all Navy forms. Their web address is <http://forms.daps.mil>. If you want to order tags for fire extinguishers, leave request/authorization forms, special request or authorization chits, you name it, this is where to get them. The site lists 3689 different forms and will identify special instructions on each, such as if the form/tag

has been superceded by another. It gives you the unit of issue for the item, the quantity per unit, and the cost per unit. All you need to do is click on a box and it adds the item to your shopping cart.

Government customers must set up an account and can elect to pay for the purchase of any items using a credit card or a valid fund code. Commercial customers may only pay by check sent to a listed address before their order is processed.

While I was looking for a tag for CO2/AFFF/Halon fire extinguishers I found out that the tag had been superceded. The old tag was NAVSEC 9930/1 (NSN 0101-LF-099-3005) and the new tag is NAVSEA 9555/1 (NSN 0116-LF-114-3100). The tags for PKP fire extinguishers are still NAVSEC 9930/2 but the NSN changed from 0101-LF-140-1100 to 0101-LF-015-7300. These old numbers are still reflected on the PMS requirements but are slated for change in the next FR.

Home, Home on the Range

By CWO2 Terry Fahringer

On a submarine you are about as far from the range as you can get, at least that's what you may think. From the results of safety surveys I can almost believe that some boats don't even think about their electric range very often. The range I'm talking about is the galley range hood and even more specific the galley range guard fire extinguishing system (AKA; aqueous potassium carbonate system, APC system, deep fat fryer fire extinguishing system, or even the doughnut fryer fire extinguishing system). All these names for a system that is sorely neglected on most submarines.

The fire potential relating to the deep fat fryer is so great that ship's design engineers decided that it needed it's own fire extinguishing system. They even designed the system to operate automatically. Unfortunately, if you don't maintain the system correctly then you might as well not even have it. The PMS requirements on the system are not difficult to accomplish.

The most common deficiencies we find during our periodic surveys follow:

The nozzles are either missing the foil seals or the seals are not intact.

The problem here is that grease can get into the piping and cause blockage. When the system is operated, the blockage could keep the extinguishing agent from getting to the fire. I've also seen cases where the cap that holds the foil seal is missing. You can obtain the cap from the prime vendor by calling "The Source" toll free at 1(800) 497-2144. The part number is 60-9197290-000 and they cost \$2.12 each; you must order a minimum of 10. The foil seals can be obtained using NSN 92 4210-01-024-1181.

The fusible links have not been replaced at the scheduled interval or do not have a tag to indicate the replacement date.

The links can weaken from repeated exposure to temperature changes and can get damaged from physical contact from general cleaning and equipment use. If you neglect to change the link every six months as required and the system inadvertently operates when the cooks are preparing a meal, well let's just say, it's going to be a mess.



The tag indicating the replacement date is important.

Your saying "yeah right, WHY?" If you do not put a tag on the link indicating the replacement date then either you will need to replace the link monthly when checked by PMS requirements or you will need to go back and look for the last time the semi-annual was accomplished. The monthly PM states "Inspect metal identification tag for installation date. If the tag is not installed or more than 6 months has elapsed since last installation date, accomplish MRC S-3R." MRC S-3R is the PM to replace the fusible link.

As required by the standard plan (NAVSEA Drawing #803 6397385), the nozzle shall be located at an angle of 45-degrees or

more from the horizontal with the nozzle aimed at the midpoint of the protected area. The appliance nozzle is required to be vertically located between 18 and 48 inches from the midpoint of the protected area. The nozzle should be located over the front half of the fryer so that the nozzle is pointed to the rear of the fryer. When the hood extension over the fryer does not permit use of a 45-degree angle, the nozzle may be located at a near vertical position between 24 inches and 48 inches from the midpoint of the protected

area. Vertical offset to a practical amount should be provided to prevent spray on personnel and confine discharge to the fryer surface area.

The bottom line is that a system that is designed to protect you will only do its job if you do yours and properly maintain it. Look over your system, pay attention to details, and perform the PMS on all components of the system not just the ones you can access easily. The life you save may be your own.

NAE Firefighting

FTC(SS) Jay Bramble

This article is for informational purposes only.

It has been identified that a conflict exists between COMSUBLANT/COMSUBPAC Conventional Weapons Manual (8500.4a) and the Submarine Shipboard Firefighting Manual (NSTM 555 Vol. 2).

Chapter 6002, paragraph f. of the Conventional Weapons Manual states:

“a lithium hydride fire should be combated using a pressurized extinguisher with a dry chemical extinguishing agent that provides a smothering blanket.”

We all take that to mean ‘PKP’.

NSTM 555-36.8.2 has this to say:

“Some countermeasure devices, such as false target cans (FTCs) and NAE beacons, contain lithium hydride, LiH, a class D (metal) combustible. If exposed, LiH may spontaneously ignite in air. It is violently reactive with strong oxidizers. On heating or in contact with water, moisture or acids, hydrogen gas and heat are evolved. Heating is often sufficient for ignition. Exposed LiH can form airborne dust clouds

which may explode on contact with flame, heat, oxidizing materials, humid air, or static electricity.

WARNING

“Do not use water, carbon dioxide, PKP type dry chemical, or aqueous film forming foam to fight lithium hydride (LiH) fires. These agents will react violently with LiH and may produce toxic gases.

“For an exposure fire outside the locker, apply water fog to cool the locker surface.

“Burning countermeasure devices containing LiH should be disposed of overboard. An open metal container may be useful in moving the device, wearing full protective clothing. In some cases, lithium hydride fires may be smothered by inverting a metal can over them. For fires near, but not involving, an exposed FTC or NAE beacon, the device should be removed from the area if possible. If the device can not be removed, use dry chemical to combat fires near, but not involving, exposed FTC and NAE beacons.

“LiH is highly toxic. Exposure to even a minute amount of dust will irritate mucous membranes of the eyes and upper respiratory tract. Lithium hydroxide formed from lithium hydride and water is very caustic, chemically similar to lye.”

We are working to resolve this issue. More information will follow.

These Submariners had a Bad Day

HMCS(SS) Brett Darnell

If you've ever had one of those days where things just don't seem to go right, and you wish you could just go back to the time you got up and start over again? Then you should be able to relate to this story.

The crew of a 688-class submarine made preparations to get underway, after seven days in port, from the protected harbor of Dubai. Conditions in the harbor, sheltered from the wrath of the Arabian Gulf by a breakwater, were rough, with high winds and choppy waves up to 3 feet high. Crewmembers on the submarine even noticed occasional spray coming over the breakwater, indicating that conditions outside the harbor might be even worse. As they made their way out of the harbor, past the breakwater and into the Gulf, the small boat transfer party and some line-handlers remained topside. Their task was to rig topside for dive and help the harbor pilot get safely from the sail of the submarine to the pilot boat.

Soon after passing the breakwater, waves began to wash over the deck and water began to pour down the open hatch of the forward escape trunk. In order to minimize the amount of water taken on board and to prevent damage to equipment by the sudden in-rush of seawater, the lower hatch of the escape trunk was ordered shut. With the top hatch still open and waves continuing to wash over the deck, the escape trunk filled with water, preventing the crew below decks from re-

opening it. Twelve shipmates were now trapped topside.

By this time, a decision was made to turn the ship around and head back to the protected waters of the harbor. As the ship made its turn, several large waves washed over the deck, sweeping seven of the crew overboard. The five that didn't get washed off the deck, into the angry sea were holding on for dear life to the upper escape trunk hatch. They watched in horror as four of their shipmates floated away from the ship, while the other three, who were attached to the ship by their deck crawlers, were dragged alongside, being beaten against the side of the ship by the force of the sea. If they let go of the hatch to pull their shipmates back on deck, they would surely be washed overboard too.

After numerous unsuccessful attempts to swing himself back on the deck, one of the men being dragged alongside finally made it on board. Although physically spent, he immediately attempted to help pull the other two back on deck. His efforts alone were not enough to get them back on board. He knew from his own experience, that every second his shipmates remained in the water increased the chance that they would be seriously injured or killed. Finally, several of the crewmembers that did not get washed overboard, (with the aid of the very seas that had swept the others off the ship), managed to pull the two tethered

crewmembers back on deck. The other four that were swept away from the submarine were rescued quickly by the nearby pilot boat. After the submarine re-entered the harbor, and conditions calmed down, the forward escape trunk was drained by crewmembers below decks and the men that had been trapped topside were recovered. The two that had been dragged alongside the ship the longest had serious injuries that required hospitalization. One had multiple, deep lacerations and abrasions on both arms and hands. The other one required three days of medical monitoring because of seawater ingestion.

If you think this is as bad as the story gets, think again! While the men topside were fighting for their lives, another catastrophe was going on below decks. When the first waves of the Gulf washed over the submarine's deck and poured through the open hatch, hundreds of gallons of seawater poured down into the auxiliary machinery room (AMR), located directly beneath the hatch. Every submariner knows that seawater and electrical equipment do not mix. If wetted equipment is not de-energized and properly dried, it may lead to a fire, or personnel being electrocuted or both. An EM2 who was wiping down wetted equipment in the AMR noticed water dripping out of an electrical power panel. He ordered that the breaker that feeds the panel be opened so that the panel could be wiped down. When he received the report that

the breaker had been opened, the EM2 began to wipe down the dripping panel. To be as thorough as possible, the EM2 removed his electrical safety glove to give him better access to the rear of the panel. As he reached the now bare hand in to the panel, he received an electrical shock to his left hand and was unable to free himself from the panel. One of his shipmates who was in the AMR heard his cry for help, picked up the electrical safety glove and pulled him free of the panel. The EM2 was also taken to the hospital that day, where he was treated for third degree burns and electrical shock.

As I read the report of this mishap, I couldn't help but think that none of the thirteen sailors who had a brush with death that day had any idea what was about to happen to them. Does that mean that there was nothing that could have been done to prevent it? Absolutely not! A key aspect of operational risk management (ORM) is keeping abreast of changing conditions as you execute your plan. If the conditions you had planned for deteriorate significantly enough, it may be necessary to modify the plan. There were several key people that had numerous opportunities to recommend changes to the planned sequence of events that could have prevented the entire nightmare story you've just read about. If they only would have voiced their concerns, those thirteen sailors might have avoided this 'bad day.' It's certainly one they will never forget.

Shore Power Cables

By EMCM (SS) Jose Mediavilla

A lot of people are asking me questions about shore power. Can we move the cables energized? Is it ok to for the cables to sit in standing water? Should we allow the cables to be stepped on? As a result of my walks on the piers of the naval bases we visit around the country and a few phone calls, I thought it was time to discuss some of the requirements that protect us from the hazards associated with shore power.



Wood saddles at the center of the picture lay unused. Cables are not protected from damage by the motion of the brow.

If your pier resembles these pictures, it is time to break out NSTM Chapter 320 (S9086-KY-STM-010/CH-320R2) and contact your squadron's duty officer. If you don't, you or someone on your ship may end up like the Sailor identified in this mishap:

"While standing duty electrician a petty officer third class investigated a shore power cable at the forward of the midship brow after noticing a ground indication on the EPCP board when taking readings. While investigating the problem EM3 received an electrical shock when he came in contact with standing water on the pier around the cable."

The shock was the result of a damaged cable standing in water. Though the Sailor on this mishap was on a surface ship, submarine Sailors are not immune to the hazards posed by

the situations depicted in the pictures above. Both pictures were taken on a submarine pier.



Connectors not raised from the deck. Cables are bent excessively. Again, no wood saddles used.

What are some of the requirements? To keep situations like the mishap related from happening, and to manage the risks associated with shore power cables, they are required to be laid out on wood saddles or wrapped in canvas. You are required to raise connectors and splices from the deck or pier to protect from water contamination. The slack on the cables between the ship and the pier should allow for movement due to the tide, but not enough to allow the cable to dip into the water. Cables need protection against damage by vehicle and pedestrian movement. Moving energized shore power cables is prohibited under most circumstances. Read the complete section on shore power requirements in paragraph 320-2.2.7 of NSTM 320 (Electric Plant General).

These example pictures depict mishaps in the making. A little common sense and a little **Operational Risk Management** can make our piers safer places to work and make travel to and from the boat a non-risky adventure.

New Style EAB Masks Reach the Fleet

MMCM(SS) John Mosholder

Recently the Mine Safety Appliances (MSA) Company improved the EAB masks that they supply to the Navy. These improvements include a swivel connection in the air tube at the base of the mask, a bigger lens with a wider field of view, a lighter face piece that provides a better face seal, and cloth covered head straps. If you are using a sound powered phone, the speaking diaphragm is still above the breathing tube but you can't see it because it is recessed into the nosecup assembly. The down side is that the existing audio projection units (APUs) can not be used with the new EAB masks. New APUs must be open purchased through MSA using GSA contract number GS-

07F-9628G, part number 817297 and the price is \$190.00. Let us know how these new masks feel and operate.



Handrail Problems

By FTC(SS) Jay Bramble

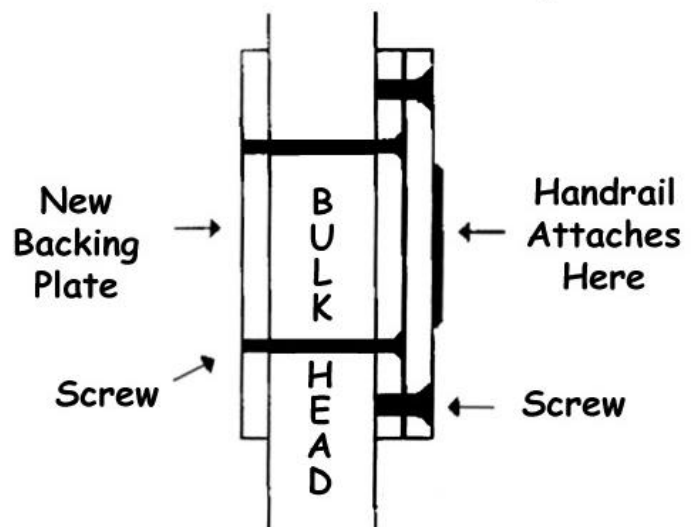
During the time you spend on your submarine, the handrail on the ladder from upper-level to middle-level will come loose numerous times. This appears to be a 688-class problem. The basics of the problem are that the rivets used to attach the original handrail backing plate to the bulkhead pull out.

The normal remedy is to enlarge the holes and use larger rivets, but these eventually pull out also. Now many wasted man-hours will have been wasted to do some fix that will just fail in time. Now here is a permanent fix that won't pull out and that affords removal of the handrail if the situation requires.

An enterprising MM1 on the USS Bremerton (SSN-698) came up with this low cost solution. This drawing depicts the repair of the ladder way, lower handrail attachment point, (the MM1 developed) that is attached to

the hollow bulkhead in middle level. A new 1/8" x 2" stainless steel backing plate (manufactured by the IMA) is attached with four 1/4" x 20 mild steel screws to the bulkhead. Mild steel screws are used to eliminate the possibility of galling.

FCUL-FCML Ladder Way



Calcium Hypochlorite Stowage

HMCS(SS) Brett Darnell

We all know that calcium hypochlorite (HTH) is some nasty stuff. How and where we stow it is very important to minimize the risk associated with having such a powerful oxidizer on a submarine. The individual bottles of HTH shall be sealed in plastic bags and stored only in a rigid plastic medical instrument set box (NSN 6545-00-131-6992) or in a first aid locker (NSN 2090-00-368-4792). The box shall be painted white and distinctively labeled "HAZARDOUS MATERIAL - CALCIUM HYPOCHLORITE" in red letters, and have three ¼" vent holes drilled in the bottom. But where on board the submarine do you stow the box full of HTH bottles? Chances are, if you're on a SSN 688 - 750, you have a locker in the capstan space designated for HTH stowage. If you're on a SSN 751 or higher, your locker is in the athwartship passageway above the charging connection. The stowage requirements for HTH as stated in NSTM article 670-5.2 are:

"Do not stow oxidizers near heat sources, in areas adjacent to magazines, or in areas where the maximum temperature exceeds 37.8°C (100°F) under normal operating conditions. Keep oxidizers isolated from fuels, oils, greases, paints, organic solvents, cellulose products, and any other material that is easily oxidized. These materials are incompatible and may cause violent reaction and fire.

Stowage areas shall be kept cool, dry, and well-ventilated. Inspect stowage areas regularly for container integrity and to ensure compliance with the foregoing restrictions. Calcium hypochlorite shall not be stowed in machinery spaces, storerooms, flammable liquid stowage areas, berthing spaces, or oil and water test laboratory areas. Stowage shall not be in areas used for stowage of greases, oils, paints, or other combustible materials. Stowage shall be away from oil lines and other potential sources of combustible material, and at least 5 feet from any source or surface which may exceed 60°C (140°F). Stowage areas shall not be subject to condensation or water accumulation."

The problem I've seen during safety surveys on boats that have their HTH stowage in the capstan space is that there is frequently a bunch of other stuff being stowed there with the HTH locker. The other stuff ranges from mooring lines to man-overboard bags to life preservers, etc. Most of the time this gear is thrown in the capstan space on top of the HTH locker. These other **things** stowed in the capstan space range from oil and/or water contaminated and could be combustible material. This makes the capstan space a less than ideal location for your HTH locker. The ideal location is in the athwartship passageway where SSNs 751 and above have it installed. I spoke with NAVSEA and Newport News



This calcium hypochlorite locker is installed in the athwartship passageway above the charging connection.

shipbuilding about this issue and found that they agree. In fact, Tony Bland at Newport News shipyard can provide planning yard services and can assist in writing a LAR (Liaison Action request) if necessary to help the earlier 688s relocate their HTH stowage locker. I encourage you to look into relocating your HTH locker during your next upkeep if it is currently in the capstan space. If you need to contact Tony Bland, call (757) 896-5274.

Why Grease Guns Need Labels

Lt. L. Murphy (Code 345- Industrial Hygienist)

If tubes of grease are labeled, and grease guns are only tools, why do we have to put labels on the guns? Because the barrels of grease guns usually cover the labels on the tubes. In some cases, grease is bulk loaded in the guns by hand, and no labels exist.

Although most types of grease have similar toxicity and reactivity, not all are used for the same purpose. Neither do they have the same hazardous properties under certain conditions (e.g., heat or exposure to other substances such as oxidizing agents). There are 674 different brands or types of grease listed in the Hazardous Material Information System (HMIS), with only 226 authorized for shipboard use.

Aside from the usual skin problems from prolonged exposure to most greases, some of them give off toxins, which, when inhaled, may cause respiratory problems, such as pneumonitis (inflammation of the lungs) or flu-like symptoms. Neurological toxins may cause

headaches, dizziness and nausea. Many of these problems are rare, but the risk still exists.

Health concerns are not the only issue related to labeling greases. They also have different applications. Some are for use in extreme cold weather, high temperatures, aircraft o-rings, or flanges. In other words, you could pick up the wrong grease gun and damage a piece of expensive, sorely needed equipment.

These problems are good reasons to label your grease guns as secondary containers. If you need official motivation, consider OPNAVI NST 5100.19C with change 2, Chapter C23, paragraph C2302e, and Chapter D15, paragraph D1502e(1), which require labels on all secondary containers, as well as in all cases where the manufacturer's label is missing or can't be seen.

Hail and Farewell

We want to welcome aboard STSCM(SS) Bob Krzywdzinski. We just call him SKI. Master Chief Krzywdzinski reported to the Submarine Safety Programs section as one of our safety analysts. He comes to us from the USS PASADENA (SSN 752) homeported in Pearl Harbor, Hawaii. Previous duty stations include USS TENNESSEE (SSBN

734); TRIDENT TRAINING FACILITY, KINGS BAY GA; USS GEORGIA (SSBN 729) and USS TUNNY (SSN682). Master Chief Krzywdzinski may be reached at (757)444-3520, ext. 7097 (DSN prefix 564), or email him at:

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Do you need to have a 3 man Emergency Rip-out Team?

By: HMCS(SS) Brett Darnell

Does your command have a 3 man Emergency Rip-out Team designated, medically qualified and trained? If the answer is yes, I commend you for staying current with the many changes in the Asbestos/MMVF programs over the past couple years. Now, are you ready for the latest change in the program? Well, ready or not, here it comes! !

Change 2 to OPNAVINST 5100.19C hit the street recently, and it contains some big changes to some of our major programs, including asbestos control. I will highlight some important paragraphs to bring you up to speed on the latest gouge.

Some of you have been under the impression that your ship is considered "asbestos free," and therefore, exempt from all of this asbestos control red tape. Check out what paragraph B0101 (a) says:

All U.S. Navy ships are required to have an asbestos control plan per [B0102](#).

Paragraph B0102 says:

Navy policy is that asbestos-contaminated insulating materials will not be used on U.S. ships. Naval Sea Systems Command (NAVSEASYS COM) cannot definitively establish that a ship is free of asbestos containing material (ACM). Any previous guidance that may have exempted ships from establishing and maintaining an asbestos plan has been deleted from reference B1-1 (NSTM chapt. 635). Because of this, and the fact that all U.S. Navy ships contain some form of ACM, **all ships shall implement and maintain an asbestos control plan. Commanding officers shall ensure that all required resources and personnel are assigned to accomplish this plan.**

Here's where the rubber meets the road. What changes do we need to make? Paragraph B0102 (a) says this:

All ships shall implement, at a minimum, the protocol for ship's force (paragraphs [B0105a](#) and [B0107](#)). A ship may be required to implement and maintain an additional protocol - the protocol for Emergency Asbestos Response Team (EART) (formerly the 3 man Emergency Rip-out Team)(paragraphs [B0105b](#) and [B0112](#)).

Will your ship be required to implement and maintain the EART? Paragraph B0102 (b) and (c) say:

b. Any ship whose keel was laid prior to 1980 will be considered to contain friable asbestos thermal systems insulation (TSI), and shall therefore maintain an EART. Ships in this category shall implement and maintain both the ship's force ([B0107](#) - [B0111](#)) and EART ([B0112](#) through [B0117](#)) protocols.

c. Any ship whose keel was laid during or after 1980, per reference B1-2 (29 CFR 1915.1001), was prohibited from being constructed with TSI. Therefore, these ships are not required to maintain an EART unless the ship has received repair work in a non-U.S. Navy operated facility at any time since its construction.

Most of you will only need to implement and maintain the ship's force protocol. There are still a few older boats out there, however, that will be required to have both the ship's force and EART protocol. So, whether you answered yes or no to the question at the beginning of this article, it's time to make the change and bring your command up to speed with the new policy on asbestos control.

Effective COMNAVSAFECEN Afloat Safety Advisories

Year 2000

2000

30B	1-00051231Z JAN 00	Effective COMNAVAFECEN Afloat Safety Advisories for Surface Ships and Submarines
343	2-00101334Z JAN 00	Auto-Inflatable Life Preservers Mk-1 And Auto-Inflatable Utility Life Preserver Mk-5 Mod 0
381	6-00061804Z JUN 00	Leaking Ammo Pyro Flood Valves
38	8-002211814Z JUN 00	Possibly Defective OBA Canisters
38	9-00311937Z JUL 00	Defective Gas Cylinder Valves
392	10-00031849Z AUG 00	COMNAVSAFECEN Security Clearance Information
382	11-00251220Z AUG 00	Inoperative OBA Canisters

Don't let this happen to
YOU!

Keep alert!

Stay Focused!

Know your Job!

USE ORM!

